

**IN THE CLAIMS**

1. **(Previously Presented)** A vehicle shutdown system for a non-hybrid vehicle having an internal combustion engine comprising:

an ignition-enabling device having at least on ON state and an OFF state, said ignition-enabling device enabling ignition of the internal combustion engine;

a switch coupled to said ignition-enabling device and a fuel supply system; and

a non-hybrid internal combustion engine controller having a plurality of functions and being coupled to said ignition-enabling device, said engine controller at least temporarily maintaining operation of at least a portion of said controller functions when said ignition-enabling device is switched to said OFF state, said controller functions comprising non-idle air valve related functions, said engine controller also disabling said fuel supply system upon said ignition-enabling device being switched to said OFF state.

2. **(Previously Presented)** A system as in claim 1 wherein said plurality of functions are selected from at least one of a camshaft position function, a crankshaft position function, a remote start function, and a drive-by-wire function.

3. **(Previously Presented)** A system as in claim 1 further comprising a single throttle-controlled device, which is incorporated and adjustable to control air intake other than at idle, said engine controller electronically controlling said single throttle-controlled device and at least temporarily preventing shutdown of electronic throttle control when said ignition-enabling device is switched to an OFF state.

4. **(Cancelled)**

5. **(Original)** A system as in claim 3 further comprising a switch coupled to said engine controller, said engine controller enabling said switch when said ignition-enabling device is in said ON state and at least temporarily preventing disablement of said switch when said ignition-enabling device is in said OFF state.

6. **(Cancelled)**

7. **(Previously Presented)** A system as in claim 3 further comprising a throttle actuator position sensor generating a throttle position signal, said engine controller adjusting a position of said single throttle-controlled device in response to said throttle position signal.

8. **(Original)** A system as in claim 3 wherein said ignition-enabling device is an ignition start key assembly.

9. **(Cancelled)**

10. **(Previously Presented)** A system as in claim 3 wherein said engine controller adjusts a position of said single throttle-controlled device to be more air flow restrictive, without closing off the flow of air, than that of said single throttle-controlled device in a default position when said ignition-enabling device is switched to said OFF state.

11. **(Previously Presented)** A system as in claim 3 wherein said engine controller adjusts a position of said single throttle-controlled device to be equal to or between 1-2° open relative to a closed position when said ignition-enabling device is switched to said OFF state.

12. **(Original)** A system as in claim 1 further comprising a safety monitor receiving an operation status signal from said engine controller when operation of said at least a portion of said controller functions is maintained and said ignition-enabling device is switched to said OFF state.

13. **(Original)** A system as in claim 1 wherein said engine controller is at least a portion of a drive-by-wire system controller.

14-22. **(Cancelled)**